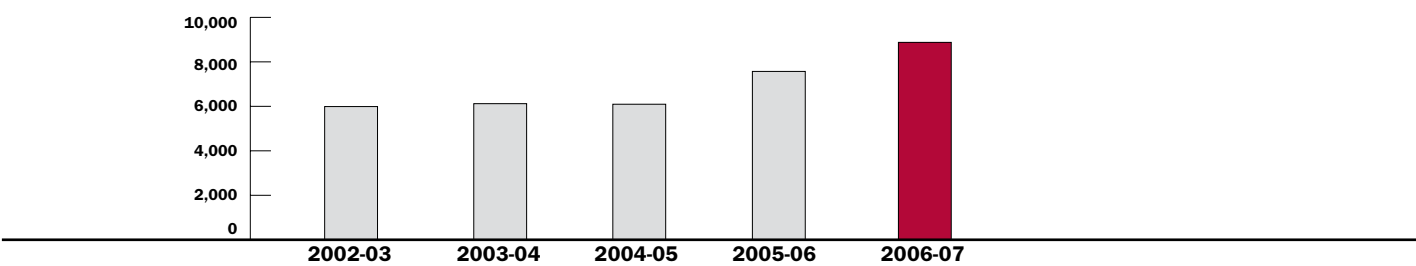


Reliability of Rail and Bus Equipment Shows Significant Improvement

- Both rail and bus operators reported improvements in a key measure of reliability in 2006-07. The average distance traveled between service calls for rail increased by 27 percent over the year-earlier level, to 20,360 miles. The average distance between service calls for buses increased by 11 percent to 6,240 miles. The distance between service calls increased for almost all operators tracked. A service call occurs when a bus or train requires repair and cannot complete scheduled service.
- Looking back a year, reliability of rail service (as measured by distance traveled between service calls) improved even more markedly in fiscal year 2005-06. Results for that year reflected a significant decrease in service calls on BART, which accounts for about half of all rail service miles logged by Bay Area rail operators. In that year, the number of service calls on BART dropped by approximately two-thirds, likely owing to the introduction of data-driven maintenance practices

Service Calls — Six Largest Bay Area Transit Operators, Fiscal Years 2002-03 – 2006-07

	Average Miles Between Service Calls					Percent Change	
	2002-03	2003-04	2004-05	2005-06	2006-07	FY 2005-06– FY 2006-07	FY 2002-03– 2006-07
Rail ¹	7,250	6,060	7,890	16,000	20,360	+27%	+181%
Bus ²	5,760	6,130	5,680	5,620	6,240	+11%	+8%
Rail and Bus ³	5,990	6,120	6,090	7,570	8,880	+17%	+48%



Source: Transit Operators

A service call occurs when a vehicle requires repair and cannot complete scheduled service.

Reliability improves as the average number of miles between service calls increases.

¹Includes BART, VTA light rail, Muni light rail

²Includes AC Transit, SamTrans, Valley Transportation Authority (VTA), Golden Gate Transit

³Combined “Rail and Bus” average is weighted by revenue vehicle miles of service.

focused on identifying and preventing mechanical failures that affect train service. BART is continuing to refine procedures to maintain its aging vehicle fleet through its useful life.

- Since 2002-03, the number of rail miles traveled between service calls has almost tripled, rising from 7,250 to 20,360 – an increase of 181 percent.

Region Falling Behind in Replacement of Aging Transit Systems

Systems – Due to lack of funding, many transit assets – such as vehicles, tracks, stations and maintenance facilities – remain in service long after they should be replaced. The result is higher costs for maintenance and repairs, and potentially reduced performance and reliability.

In order to compare asset types with a wide range of useful lives, ranging from four years for a small paratransit van to 30 years for a rail car, age is expressed as a percentage of the useful life of the asset. For example, an asset at 0 percent of its useful life is brand new; at 100 percent it is due for replacement; and at 200 percent it has been in service twice as long as expected. If all assets were replaced on schedule, over time the average age of all assets would be 50 percent of useful life, the performance target established in MTC's long-range *Transportation 2035 Plan*.

In 2007, the average age of all assets

was 74 percent of useful life, signifying that asset replacement is occurring well behind schedule. But average age does vary by type of asset. Regional funding policy gives first priority to replacement of revenue vehicles. As a result, the average age of buses is close to the 50 percent target. The higher age for rail cars (68 percent) reflects the fact that the BART and Caltrain vehicle fleets are

due for replacement over the next several years. And, as can be seen in the bar graph, track and maintenance facilities are often kept in service well beyond their replacement due dates. Because of this, these facilities are likely to require extensive – and expensive – maintenance and rehabilitation.

Average Transit Asset Age as Percentage of Useful Life, 2007

